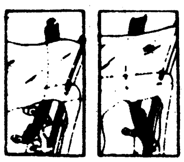
UNIVERSAL LOCKOUT TOOL

In practically all American made cars there is a control arm extending from the inside end of the door lock cylinder When a door key is turned, the control arm and connecting linkage are activated to lock or unlock the door. The Door Unlocking Tool is used when the door key is unavailable and only with the vehicle owner's knowledge and consent.

Before using this tool, consult the vehicle manufacturer's maintenance and parts manual to become familiar with that particular door locking mechanism. Door lock mechanisms vary from model year to year and from one manufacturer to another. The control arm may be located to the front or rear of the door lock.

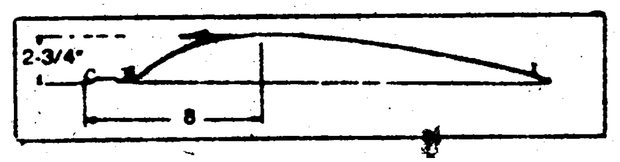


Always start with the tool pointing directly toward the lock, as shown above. The tool is inserted on the outside of the window between the glass and weather-stripping if weather-stripping is tight against the glass, move tool along joint at window and probe for easy entry past the weather-stripping keeping tool in close contact to surface of glass. Once past the weather-stripping, move the tool to desired location above lock before penetrating further.

Now push tool down on the control arm. This arm is about 3/4' long and will usually be located about 1-3/4" to 2-1/2" from the outer panel adjacent to the lock cylinder. Some bend in the tool maybe required due to the thickness of the door or the distance between the glass and the control arm. Generally the lock can be activated to open by pushing down on the control arm. Occasionally the control arm must be pushed to the rear or lifted.

The table below is a guide for use of your Door Unlocking Tool. Use the notched end of the tool to push down on the control arm. The pointed end of the tool is used to pull up on the control arm.

VEHICLE MAKE	PUSH DOWN OR PULL UP ON CONTROL ARM
AMERICAN MOTORS	Most Models PUSH; Gremlin PULL
AUDI 4000 & 5000	PULL
CHRYSLER	PUSH
DATSUN 210, 310, 510, 610, 720, 810 & ST PICKUP	PULL
FIAT	PULL
FORD	Most models PULL; Some PUSH
GENERAL MOTORS	Most models PUSH; Some 70s PULL
HONDA	PUSH
TOYOTA	PUSH
VOLVO	PULL
V. W. SIROCCO	PULL

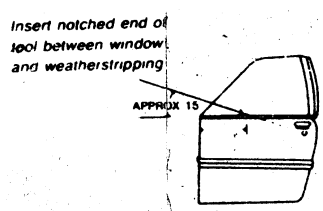


There is a slight bend near each end of the tool. When the tool is held flat against the glass, the bend will cause the end of the tool to project out and skid over the lower glass channel. The tool is generally used with the bent end pointing outward. In the normal position as shown, the notched end will have to reach past the inside of the glass channel to lift the arm with the lock rod attached. The tool must have a bend as shown to reach across the channel.

For the bent end to skid over the glass channel, the curve above it must be flattened out against the glass. In doing so the tool may take some set or lose some Of the curve If the tool is bent too much it can pass the end of the lock arm. If not bent enough, it will slide up in the glass channel making little if any sound. Re-bend as necessary to maintain the approximate curve shown above.

1. The anti-theft lock mechanism on late model General Motors cars including "X" and "J" body models requires that the tool first be flattened out by hand including the notched end.

2. Insert the notched end between the outside of the window and the weather-stripping at a point approximately 7" from the end of the door on the hinged side as shown.



Insert notched end of tool between window and weather-stripping.

3. Move tool toward lock area at an angle of approximately 15°. About 15-1/2" of tool must be inserted to contact lock. The angle must be maintained so that the notched end of the tool can slip under the anti-theft cover on the lock mechanism and push against the internal lock cam.

4. As the tool makes contact with the internal cam, push the tool further in and down, while at the same time with the other hand, pull on door handle repeatedly until door opens.